

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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1. Since mid-November 1953, stocks of low-grade coal for the Hungarian State Railroads (MAV) have been enough for 2-3 days. Stocks of the better quality have only been enough for about  $1\frac{1}{2}$  - 2 days.
2. The ration laid down by the council of ministers for MAV for the fall traffic was 8,000 tons per day, but the coal supplied had a lower caloric content than that on which they based their calculations - 82% of the prescribed figure of 4,500 calories - with the result that by the middle of November 1953 the daily consumption rose to 9,000 tons and by the 27 November 1953 to 11,000 tons.
3. In order to save steam the order has been given that only the express coaches may be heated.
4. Through passenger trains are often 50 - 80 minutes late on a 100 km. run, while delays to workmen's trains are holding up work in the factories. The authorities were very worried in November 1953 about what the situation was going to be when the really cold weather would set in.
5. At the request of the fuel distribution office (TUKERT) negotiations were in progress in November 1953 for the MAV material testing office to take over the job of checking the coal supplied to TUKERT. The reason was that sometimes the trucks contained nothing but slate, stones and earth.
6. Poland and Czechoslovakia are behind in their deliveries of coal, possible because Hungary is behind in her supplies of the material she is to deliver in exchange.
7. The coal situation is responsible for the failure in the supply of gas to both industrial and domestic consumers.

25 YEAR RE-REVIEW

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